

ORDINANCE NO. 05-196

AN ORDINANCE AMENDING THE INTERMODAL TRANSPORTATION PLAN TO INCLUDE PLANNED ROADWAYS APPROVED AS PART OF LAND DEVELOPMENT ACTIONS, TO INCLUDE PLANNED ROADWAYS INCORPORATED IN THE 2004 EL PASO COUNTY MAJOR TRANSPORTATION CORRIDORS PLAN, AND TO INCLUDE RECOMMENDATIONS CONCERNING "COMPLETE STREETS" AND THE USE OF ROUNDABOUTS

WHEREAS, major roadways have been planned to accommodate newly developing areas of the City and to serve community wide transportation needs; and

WHEREAS, El Paso County's Major Transportation Corridors Plan, while addressing roadways located outside City boundaries, is nevertheless shown on the City's Major Thoroughfare Plan Map for coordination and future planning; and

WHEREAS, El Paso County has recently updated its Major Transportation Corridors Plan, and these changes need to be included in the City's Major Thoroughfare Plan Map; and

WHEREAS, roundabouts are an efficient and effective method for operating and controlling traffic movements at appropriate locations; and

WHEREAS, designing and constructing "complete streets" that accommodate all users meets the policies and strategies of the City's Comprehensive Plan; and

WHEREAS, recommendations concerning the use of roundabouts and "complete streets" should be included in the Intermodal Transportation Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS:

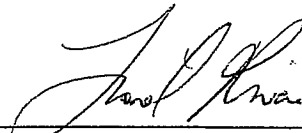
Section 1. City Council hereby amends the Intermodal Transportation Plan to incorporate the revisions to the Major Thoroughfare Plan Map and the recommendations

concerning roundabouts and complete streets as described in the staff report to the November 3, 2005 City Planning Commission.

Section 2. This ordinance shall be in full force and effect from and after its passage and publication as provided by the Charter.

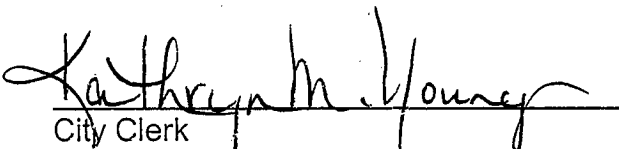
Section 3. Council deems it appropriate that this ordinance be published by title and summary prepared by the City Clerk and that this ordinance shall be available for inspection and acquisition in the Office of the City Clerk.

Introduced, read, passed on first reading and ordered published this 22nd day of November, 2005.




Mayor

ATTEST:



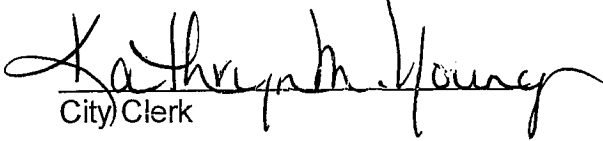
City Clerk

Finally passed, adopted and approved this 13th day of December, 2005.



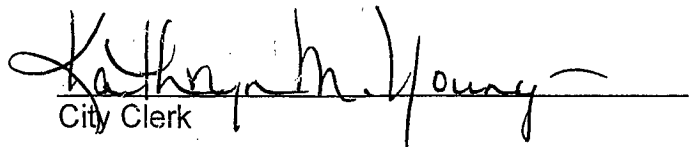
Mayor

ATTEST:


City Clerk

I HEREBY CERTIFY, that the foregoing ordinance entitled **"AN ORDINANCE AMENDING THE INTERMODAL TRANSPORTATION PLAN TO INCLUDE PLANNED ROADWAYS APPROVED AS PART OF THE LAND DEVELOPMENT ACTIONS, TO INCLUDE PLANNED ROADWAYS INCORPORATED IN THE 2004 EL PASO COUNTY MAJOR TRANSPORTATION CORRIDORS PLAN, AND TO INCLUDE RECOMMENDATIONS CONCERNING "COMPLETE STREETS" AND THE USE OF ROUNDABOUTS"** was introduced and read at a regular meeting of the City Council of the City of Colorado Springs, held on November 22, 2005; that said ordinance was passed at a regular meeting of the City Council of said City, held on the 13th day of December, 2005, and that the same was published by title and summary, in accordance with Section 3-80 of Article III of the Charter, in the Daily Transcript, a newspaper published and in general circulation in said City, at least ten days before its passage.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City, this 13th day of December, 2005.


City Clerk



DATE: November 22, 2005
TO: Lorne Kramer, City Manager *L. Kramer*
FROM: William Healy, Planning and Community Development Director
Craig Blewitt, Transportation Planning Manager *W. Healy*
SUBJECT: Amendment to the City's Intermodal Transportation Plan

SUMMARY:

This is a request by the City of Colorado Springs Planning and Community Development Department for approval of an amendment to the Master Plan for the Intermodal Transportation Plan (ITP) to include roadways approved as part of land development actions, include planned roadways with the 2004 El Paso County Transportation Corridors Plan, and include recommendations concerning "complete streets" and the use of roundabouts.

PREVIOUS COUNCIL ACTION:

City Council approved the Intermodal Transportation Plan (ITP) on April 10, 2001. Since then City Council has approved several amendments to the ITP. These include the incorporation of the East-West Mobility Study recommendations in July 2002, adding the Garden of the Gods Corridor Study recommendations in July 2002, and major updates to the Transit section of the ITP in August 2002 and December 2004.

BACKGROUND:

The attached Planning Commission Minutes and Staff Report from the November 3, 2005 meeting provide the background information, including maps.

BOARD/COMMISSION RECOMMENDATIONS:

Both the Citizens' Transportation Advisory Board (CTAB) and the City Planning Commission unanimously recommend approval of the proposed amendment to the Intermodal Transportation Plan.

STAKEHOLDER PROCESS:

The proposed amendment to the Intermodal Transportation Plan was presented to, and discussed by, the Housing and Building Association's Land Use Committee on October 3, 2005. The Land Use Committee supports the amendment as now presented.

ALTERNATIVES:

City Council can approve the proposed amendment to the Intermodal Transportation Plan as presented, approve the amendment with revisions, or not approve the amendment.

RECOMMENDATION:

The City Council is requested to approve the amendment to the Intermodal Transportation Plan as presented.

PROPOSED MOTION:

CPC MPA 02-00101-A2 (05) – MASTER PLAN AMENDMENT: Approve the ordinance amending the Master Plan for the Intermodal Transportation Plan (ITP) to include planned roadways approved as part of land development actions, include planned roadways within the 2004 El Paso County Transportation Corridors Plan, and include recommendations concerning “complete streets” and the use of roundabouts.

Attachments

C: File No. CPC MPA 02-00101-A2(05)
 Dave Nickerson, Deputy City Manager

CITY PLANNING COMMISSION AGENDA

ITEM No.: 5

STAFF: CRAIG BLEWITT

FILE NO:
CPC MPA 02-00101-A2(05) - LEGISLATIVE

PROJECT: AMENDMENT TO THE MASTER PLAN FOR THE INTERMODAL TRANSPORTATION PLAN

APPLICANT: CITY OF COLORADO SPRINGS – CITY PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

PROJECT DESCRIPTION:

A request by the City of Colorado Springs Planning and Community Development Department for approval of an amendment to the Master Plan for the Intermodal Transportation Plan (ITP) to include planned roadways approved as part of land development actions, include planned roadways within the 2004 El Paso County Major Transportation Corridors Plan, and include recommendations concerning "complete streets" and the use of roundabouts.

STAFF'S RECOMMENDATION:

ITEM No. 5: CPC MPA 02-00101-A2(05) – MASTER PLAN AMENDMENT
Approve the proposed amendment to the Master Plan for the Intermodal Transportation Plan.

COMPREHENSIVE PLAN:

The proposed amendment addresses the following Comprehensive Plan Policies and Strategies:

Policy T 101: Transportation System Planning

Cooperatively plan, develop and maintain an efficient transportation system to meet the present and future mobility needs of the community.

Strategy T 101a: Identify Long-Term Needs

Identify the major facilities and rights-of-way needed to meet the long-term needs of the City and region.

Policy T 102: Transportation System Goals

Provide for the safe and efficient movement of people, goods and services throughout Colorado Springs consistent with the land use policies and forecasted growth. Provide all modes of transportation so that each mode (single-occupant vehicle, multi-occupant auto, pedestrian, bicycle, public transit, and freight) has an opportunity to be utilized and there is a reasonable choice among modes for travel needs.

Strategy T 102a: Create a Balanced System

Develop an integrated transportation system that includes a choice of modes and provides safe and convenient connections between modes.

Strategy T 102h: Transportation System Improvement Considerations

Address the following when considering proposed transportation improvements:

- Traffic demand by mode;
- System mobility;

- Vehicular, pedestrian and bicycle safety;
- Preservation of neighborhood character;
- Ease of traffic operations and traffic circulation patterns including efficient signalization, parking, and access management;
- Protection of natural and historic resources;
- Utility, stormwater, and other facility needs;
- Energy conservation; and
- Maintenance costs.

Policy T 104: Coordinate Planning

Cooperatively plan and implement all elements of the transportation system in coordination with citizens, adjoining counties, El Paso County, the Colorado Department of Transportation, the Pikes Peak Area Council of Governments, public and private schools, and the transit agencies that provide service in and to the City. Prioritization of facility improvements will be coordinated among jurisdictions to implement the Regional Transportation Plan. Incorporate the impacts of existing and forecasted population and employment generated outside the City in traffic analysis.

INTERMODAL TRANSPORTATION PLAN:

The proposed amendment addresses the following Intermodal Transportation Plan goals and objectives:

Goal A: Plan, develop and maintain a safe and efficient transportation system to provide the community with adequate present and future mobility.

Objective A-1.1: Maintain the Major Thoroughfare Plan that includes the hierarchy of streets for the City.

Objective A-1.4: Provide a network of facilities to allow for the safe conveyance of bicycle traffic to all sections of the City.

Objective A-1.6: Design transportation facilities to comply with accepted design and safety standards.

Objective C-2: Enhance opportunities for pedestrian access and movement by developing, promoting, and maintaining pedestrian networks and environments.

Objective C-2.1: Include improvements to pedestrian facilities as part of City transportation improvement projects (roadways, bridges, etc.)

Objective C-3.1: Implement the recommendations of the City Bicycle Plan with regard to physical system improvements, encouragement, education and enforcement.

Objective C-6: Coordinate and integrate the planning and development of transportation system facilities to meet the needs of users of various transportation modes including highways, public transit, bikeways, pedestrian facilities, railroads, and airports.

Objective C-6.1: Review and update "intermodal" design standards for lane widths, parking strips, sidewalks, and bicycle lanes to guide the construction, maintenance, and redevelopment of transportation facilities.

BACKGROUND:

The Intermodal Transportation Plan is a citywide master plan that guides policy and decision-making with respect to serving the existing and long-term future transportation needs of the community. Specifically, the Plan:

- Identifies the facilities, programs and policies to serve the long-term mobility needs of the community.
- Guides capital investment decisions.
- Guides City transportation programs, including short-range planning, annual programs, on-going operations and maintenance.

- Ensures a supportive relationship with other community objectives, such as public safety, livable neighborhoods, good air quality and a vibrant economy.

The Intermodal Transportation Plan (ITP) was approved as a master plan by City Council in April 2001. Since that time several private concept plans and master plans have been approved that include revisions and/or refinements to the major roadway system included in the ITP. In addition, a major update to the El Paso Major Corridors Plan was approved by the County Board of Commissioners in September 2004. This update revised alignments of major roadways included in the ITP, but that are located outside City boundaries. The proposed amendment incorporates all these revisions into the Major Thoroughfare Plan map contained in the ITP. **Figure 1** illustrates the current Major Thoroughfare Plan Map. **Figure 2** illustrates the proposed Major Thoroughfare Plan Map with the recommended revisions. **Figure 3** highlights the differences between the two maps.

The Citizens' Transportation Advisory Board (CTAB) recommends the addition of two recommendations to the Roadway Section of the ITP:

- Encourage the use of roundabouts as a measure of traffic control at roadway intersections.
- Construct complete streets designed to accommodate all users. In all new roadway projects or major reconstruction projects, accommodate travel by pedestrians, bicyclists, and transit users, except where pedestrians and bicyclists are prohibited by law from using a given facility or where construction of bikeways or walkways would be unsafe or impractical. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

Definition of Complete Streets: Complete streets are streets that have been built for safe and convenient travel by all road users, including people on foot and bicycle, as well as transit users. Complete streets policies call for routinely providing for travel by all users when building and reconstructing streets and roads.

DEPARTMENTAL REPORTS:

All reporting Departments – Standard or no comment.

ANALYSIS:

The proposed amendment to the Intermodal Transportation Plan (ITP) includes revisions to the Major Thoroughfare Plan Map and the addition of two recommendations to the Roadway Section. The first set of revisions to the Major Thoroughfare Plan Map essentially ratifies the major roadway alignments and classifications that were included in concept plans and master plans already approved by City Council. (Note: Major thoroughfares are roadways classified as minor arterials, principal arterials, expressways or freeways.) The roadway revisions related to land development actions are supported by traffic analyses conducted as part of that approval process. The approved plans include:

- Banning-Lewis Ranch Master Plan Amendment
- Briargate Master Plan Amendment – Wolf Ranch Concept Plan
- Flying Horse Master Plan
- Woodmen Heights Master Plan

While the roadways are part of approved land development actions, they also need to be formally included in the Intermodal Transportation Plan by ordinance.

The second set of revisions to the Major Thoroughfare Plan Map incorporates the major roadway classifications and alignments included in the recently updated El Paso County Major Corridors Plan. These roadways are located outside City limits, but are shown on the ITP Major Thoroughfare Plan Map. While these roadways are not within the City's jurisdiction, they are included in the City's Transportation Plan to assist with intergovernmental coordination and to guide potential annexation planning activities.

The current Major Thoroughfare Plan Map is included in this report as **Figure 1**. The proposed Major Thoroughfare Plan Map that includes both sets of revisions is included as **Figure 2**.

The proposed amendment to the ITP also includes the addition of two recommendations to the Roadway section of the plan document. Both of these recommendations are proposed by the Citizens' Transportation Advisory Board (CTAB) and are supported by City staff.

THE FIRST RECOMMENDATION IS:

Encourage the use of roundabouts as a measure of traffic control at roadway intersections.

Roundabouts are an efficient and effective method for operating and controlling traffic movements at higher volume intersections – where traffic signals have traditionally been used. National studies and local experience have shown that, in appropriate locations, roundabouts can provide better traffic operations and safety than traffic signals. Operations are improved with roundabouts because traffic flow continues and delay is reduced. Safety is improved because there are typically no right angle or "t-bone" crashes, as there are no left turn movements in roundabout operations. The accidents that do occur tend to be less serious with fewer injuries and much fewer fatalities than would occur at traffic signal controlled intersections. Studies nationwide show that roundabouts reduce accidents by 70% on average over signalized intersections.

The use of roundabouts as a method of traffic control and as an alternative to traffic signals is expanding rapidly both in Colorado and across the nation. Local and national experience is resulting in improved roundabout design and growing familiarity and acceptance by the traveling public.

City design standards for roundabouts are continuing to be refined and will be included in the updated City Street Design Standards. Any issues regarding stormwater drainage and utilities will be addressed in the design standards and the application of the standards to specific intersection locations.

THE SECOND RECOMMENDATION IS:

Construct complete streets designed to accommodate all users. In all new roadway projects or major reconstruction projects, accommodate travel by pedestrians, bicyclists, and transit users, except where pedestrians and bicyclists are prohibited by law from using a given facility or where construction of bikeways or walkways would be unsafe or impractical. Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.

Definition of Complete Streets: Complete streets are streets that have been built for safe and convenient travel by all road users, including people on foot and bicycle, as well as transit users. Complete streets policies call for routinely providing for travel by all users when building and reconstructing streets and roads.

Several policies and strategies in the City's Comprehensive Plan and objectives in the Intermodal Transportation Plan support the accommodation for, and encouragement of, all modes of transportation to meet the City's mobility and accessibility needs. These transportation modes include automobiles, transit, bicyclists and pedestrians. The proposal recommends that new streets and reconstructed streets be designed and constructed to accommodate travel by pedestrians, bicyclists and transit users – as well as by automobiles. The recommendation acknowledges that exceptions should be made when doing so is unsafe, impractical and/or prohibited by law. A definition of complete streets is included to clarify the intent of the new recommendation.

CITIZENS' TRANSPORTATION ADVISORY BOARD RECOMMENDATION

The Citizens' Transportation Advisory Board (CTAB) unanimously recommended approval of the addition of the two recommendations to the Roadway section of the Intermodal Transportation Plan. The CTAB did not take action on the revisions to the Major Thoroughfare Plan map. The CTAB members requested

that the CTAB have the opportunity to review and make recommendations on revisions to the Major Thoroughfare Plan Map at the time those revisions are proposed as part of land development actions.

STAKEHOLDERS

The proposed amendments to the Intermodal Transportation Plan (ITP) were presented to, and discussed by, the Housing and Building Association's Land Use Committee on October 3, 2005. Based on its discussion, the Committee asked for wording changes to the first sentence of the Complete Streets recommendation. Specifically, the Committee asked that the first sentence be changed from: "Construct complete streets designed to accommodate all users" to "Construct streets designed to reasonably accommodate all users." The proposed revision was considered by the Citizens' Transportation Advisory Board (CTAB) at its October 4, 2005 meeting. The CTAB did not agree with the requested wording change, but did suggest including a definition of complete streets in the ITP document. The HBA Land Use Committee again discussed the proposed "Complete streets" recommendation at its meeting on October 13, 2005, and the Committee is satisfied with the addition of the definition of complete streets. This definition is now included as part of the proposed amendment to the ITP.
